

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings of claims in the application:

**Listing of Claims:**

Please delete Claims 1, 9 and 10, as shown in the following listing and amend Claim 4 to correct an obvious error and amend Claims 13-15 to independent form.

1.-3. (Cancelled)

4. (Currently Amended) A joint for integrally rotatably connecting a rotating shaft to an output shaft of an electric motor comprising:

a cylindrical first transmission member integrally rotatably mounted on the output shaft;

a cylindrical second transmission member enclosing the cylindrical first transmission member via a gap therebetween;

a cylindrical elastic body interposed between the cylindrical first transmission member and the cylindrical second transmission member for transmission of the rotation of the cylindrical first transmission member to the cylindrical second transmission member;

a cylindrical third transmission member providing integrally rotatable connection of the rotating shaft; and

a torque limiter inhibiting relative rotation between the cylindrical second ~~cylindrical~~ transmission member and the cylindrical third transmission member but permitting the relative rotation therebetween when the rotational resistance of the cylindrical second

transmission member or the cylindrical third transmission member exceeds a predetermined value; and

flat faces formed at an outer periphery of the cylindrical first transmission member and an inner periphery of the cylindrical second transmission member so as to be in opposed relation with each other and to restrain the cylindrical first transmission member and the cylindrical second transmission member from relatively rotating with respect to each other through a given angle or more.

5. (Original) The joint as claimed in Claim 4, wherein the torque limiter includes a lock member locked to either one of the second and third transmission members while slidably pressed against the other transmission member, and a spring for imparting frictional resistance to a contact surface between the latter transmission member and the lock member.

6. (Original) The joint as claimed in Claim 4, wherein the torque limiter includes a spring interposed between an end surface of the second transmission member and a spring seat formed at an end surface of the third transmission member in opposed relation with the end surface of the second transmission member for inhibiting the relative rotation between the second and third transmission members by way of frictional resistance at a contact surface between the spring and at least either one of these transmission members.

7.-12. (Cancelled)

13. (Currently Amended) A steering assist system for providing steering assist by transmitting the rotation of an electric motor to a steering shaft via a worm shaft, as a rotating shaft formed with a worm, and a worm wheel meshed with the worm of the worm shaft,

wherein an output shaft of the electric motor and the worm shaft are interconnected ~~via the joint as claimed in Claim 4~~ by way of a joint comprising:

a cylindrical first transmission member integrally rotatably mounted on the output shaft;

a cylindrical second transmission member enclosing the cylindrical first transmission member via a gap therebetween;

a cylindrical elastic body interposed between the cylindrical first transmission member and the cylindrical second transmission member for transmission of the rotation of the cylindrical first transmission member to the cylindrical second transmission member;

a cylindrical third transmission member providing integrally rotatable connection of the rotating shaft; and

a torque limiter inhibiting relative rotation between the cylindrical second transmission member and the cylindrical third transmission member but permitting the relative rotation therebetween when the rotational resistance of the cylindrical second transmission member or the cylindrical third transmission member exceeds a predetermined value; and

flat faces formed at an outer periphery of the cylindrical first transmission member and an inner periphery of the cylindrical second transmission member so as to be in opposed relation with each other and to restrain the cylindrical first transmission member and the

cylindrical second transmission member from relatively rotating with respect to each other through a given angle or more.

14. (Currently Amended) A steering assist system for providing steering assist by transmitting the rotation of an electric motor to a steering shaft via a worm shaft, as a rotating shaft formed with a worm, and a worm wheel meshed with the worm of the worm shaft,

wherein an output shaft of the electric motor and the worm shaft are interconnected ~~via the joint as claimed in Claim 5~~ by way of a joint comprising:

a cylindrical first transmission member integrally rotatably mounted on the output shaft;

a cylindrical second transmission member enclosing the cylindrical first transmission member via a gap therebetween;

a cylindrical elastic body interposed between the cylindrical first transmission member and the cylindrical second transmission member for transmission of the rotation of the cylindrical first transmission member to the cylindrical second transmission member;

a cylindrical third transmission member providing integrally rotatable connection of the rotating shaft; and

a torque limiter inhibiting relative rotation between the cylindrical second transmission member and the cylindrical third transmission member but permitting the relative rotation therebetween when the rotational resistance of the cylindrical second transmission member or the cylindrical third transmission member exceeds a predetermined value; said torque

limiter including a lock member locked to either one of the second and third transmission members while slidably pressed against the other transmission member, and a spring for imparting frictional resistance to a contact surface between the latter transmission member and the lock member; and

flat faces formed at an outer periphery of the cylindrical first transmission member and an inner periphery of the cylindrical second transmission member so as to be in opposed relation with each other and to restrain the cylindrical first transmission member and the cylindrical second transmission member from relatively rotating with respect to each other through a given angle or more.

15. (Currently Amended) A steering assist system for providing steering assist by transmitting the rotation of an electric motor to a steering shaft via a worm shaft, as a rotating shaft formed with a worm, and a worm wheel meshed with the worm of the worm shaft,

wherein an output shaft of the electric motor and the worm shaft are interconnected ~~via the joint as claimed in Claim 4~~ by way of a joint comprising:

a cylindrical first transmission member integrally rotatably mounted on the output shaft;

a cylindrical second transmission member enclosing the cylindrical first transmission member via a gap therebetween;

a cylindrical elastic body interposed between the cylindrical first transmission member and the cylindrical second transmission member for transmission of the rotation of the cylindrical first transmission member to the cylindrical second transmission member;

a cylindrical third transmission member providing integrally rotatable connection of the rotating shaft; and

a torque limiter inhibiting relative rotation between the cylindrical second transmission member and the cylindrical third transmission member but permitting the relative rotation therebetween when the rotational resistance of the cylindrical second transmission member or the cylindrical third transmission member exceeds a predetermined value; wherein the torque limiter includes a spring interposed between an end surface of the second transmission member and a spring seat formed at an end surface of the third transmission member in opposed relation with the end surface of the second transmission member for inhibiting the relative rotation between the second and third transmission members by way of frictional resistance at a contact surface between the spring and at least either one of these transmission members, and

flat faces formed at an outer periphery of the cylindrical first transmission member and an inner periphery of the cylindrical second transmission member so as to be in opposed relation with each other and to restrain the cylindrical first transmission member and the cylindrical second transmission member from relatively rotating with respect to each other through a given angle or more.

16.-17. (Cancelled)